

A PHOTOGRAPHIC SURVEY OF THE  
WILMINGTON & WELDON RAILROAD CORRIDOR

Volume III  
(Oaks Plantation to Bear Swamp)

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## INTRODUCTION

The photographs contained in this volume of *A Photographic Survey of the Wilmington & Weldon Railroad Corridor* were taken between July 2001 and February 2002. A Pharos iGPS-180 global positioning system was used to obtain coordinates for the general location of objects that were found outside incorporated areas. In all cases where GPS was used, the coordinates identify a position on a public road where the object can be viewed. Maps used in this study include the *North Carolina Atlas & Gazetteer* published in 1993 by DeLorme Mapping, the *North Carolina State Road Atlas* published by Alexandria Drafting Company in 1999, and W. P. Cumming's *North Carolina in Maps* published in 1966 by the North Carolina Department of Archives and History.

Dr. W. Frank Ainsley of the UNC-Wilmington Department of Earth Sciences, the advisor for this survey, provided information from his *The Historical Architecture of Warsaw, North Carolina* (Warsaw Garden Club, 1983) that was helpful in identifying structures in Warsaw, NC. Additional sources included the annual reports to the stockholders of the Wilmington & Raleigh Rail Road for the years 1850 (from a copy owned by the Wilmington Railroad Museum Association), 1854 (printed in *The Wilmington Journal*), and 1855 (Wilson Library, UNC-Chapel Hill). Beverly Tetterton of



the New Hanover Public Library provided access to the Wilmington & Raleigh (later Weldon) annual reports for 1856, 1858, and 1860.

John E. Best, Mildred Bowdens, and Krystal Kornegay assisted in the identification of abandoned structures and sundry objects on the landscape in and around Warsaw, Bowdens, and Bear Swamp. The field crew included Victor Galloway, Cynthia Johnson, and Chanda Wynne. F. Donald Hickman proofed the final draft of this volume.



Figure 201

Oaks Plantation on the north side of the Northeast Cape Fear River (N  $34^{\circ} 22.9531$ , W  $077^{\circ} 53.7144$ ).



Figure 202

This is the rail bed on the east side of the bridge on Highway 117 near Rocky Point (N  $34^{\circ} 24.8241$ , W  $077^{\circ} 53.2521$ ).



Figure 203

This is the rail bed on the west side of the bridge on Highway 117 near Rocky Point. The white NCDOT sign marks the path of the railroad right of way.



Figure 204

This is a view looking west from the center of same bridge on Highway 117.





Figure 205

At one time the tracks crossed Railroad Street in Rocky Point at this bend in the road (N 34° 25.9318, W 077° 53.2259).



Figure 206

The west side of Railroad Street in Rocky Point.



Figure 207

A “Shotgun House” on the west side of Railroad Street in Rocky Point.



Figure 208

A view of Railroad Street in Rocky Point looking south.





Figure 209

This house on the northwest end of Railroad Street in Rocky Point has multiple chimneys and detailed woodwork.



Figure 210

This is the intersection of Railroad Street and NC 210 (N 34° 26.0164, W 077° 53.2407).



Figure 211

This house is located on northeast corner of the intersection of Railroad Street and NC 210. The porch wraps around the front and east side of the house. On the left side of the photograph is ditching that flanks the railroad right of way.



Figure 212

The railroad right of way continues at the north end of Rocky Point is opposite the intersection of Railroad Street and NC 210.





Figure 213

This is the rail bed at the crossing at Ashton ( $N\ 34^{\circ}\ 28.5308$ ,  $W\ 077^{\circ}\ 54.0492$ ).



Figure 214

The tracks once crossed the road at this place on Ashton Road near McCrary Road. Note the pavement at the bottom of this photograph.





Figure 215

This is the Russian Orthodox Church at St. Helena (N 34° 30.6819, W 077° 54.8886). Hugh McRae developed this agricultural community along the railroad in the early 20<sup>th</sup> century by attracting emigrants from Southern and Central Europe.



Figure 216

The railroad right of way at St. Helena.



Figure 217

The intersection of Front and Main Streets at St. Helena (N 34° 30.9487, W 077° 54.9228).



Figure 218

This old store on the northeast side of the intersection of Front and Main Streets served as a mail stop when the railroad passed through St. Helena.



Figure 219

The photograph taken at St. Helena shows the rail bed on the east side of Front Street. The ditching of the land the rail bed is a means of improving drainage in low-lying areas.



Figure 220

The land at St. Helena is flat and low-lying. This is a view of a field on the east side of Front Street. In the 1830s, the closest farm to this area was known as Armstrong's.





Figure 221

This is Front Street looking north towards Burgaw. That photograph was taken from a position opposite the Russian Orthodox Church.



Figure 222

This is the railroad right of way at the northwest side of the intersection of Front and Main Streets at St. Helena.



Figure 223

The Burgaw Depot on Dickinson Street in downtown Burgaw.



Figure 224

A view of Burgaw Depot from the southeast side.





Figure 225

Detailed view of the southeast corner of Burgaw Depot.



Figure 226

Detailed view of the southwest corner of Burgaw Depot.



Figure 227

Chimney on the Burgaw Depot.



Figure 228

The southwest side of the Burgaw Depot looking north (Tracks are for display).



Figure 229

A view of the Farmer's Market south of the Burgaw Depot.



Figure 230

Downtown Burgaw looking east from the Burgaw Depot.





Figure 231

End of the rails looking north near the Burgaw Depot.



Figure 232

Railroad right of way looking south towards the Burgaw Depot.



Figure 233

Railroad right of way on Dickinson Street in Burgaw looking north.



Figure 234

The railroad right of way at the extreme north end of Dickinson Street in Burgaw





Figure 235

19<sup>th</sup> century structure on the east side of N. Dickinson Street in Burgaw.



Figure 236

Grain storage on the west side of N. Dickinson Street in Burgaw.



Figure 237

East side of N. Dickinson Street looking north from the Depot.



Figure 238

The west side of N. Dickinson Street.





Figure 239

The Great Savannah near Van Eden (N 34° 35.4634, W 077° 56.2550).



Figure 240

The intersection of Van Eden Road and Old Savannah Road South (N 34° 35.3286, W 077° 56.5051).



Figure 241

This is the view looking north down Van Eden Road. The trees on the left hand side of the photograph hide the railroad right of way.



Figure 242

The railroad right of way at Van Eden is on Old Savannah Road South (N 34° 35.3125, W 077° 56.5343).





Figure 243

In the *Raleigh Plan*, South Washington, near Watha (Washington), would have the eastern terminus of a railroad. “If the Road were to terminate in Washington, it would be the means of raising up a rival at our very door, and a source of considerable expense in the transportation of produce and goods ...” (*The People’s Press*, 19 June 1833.)



Figure 244

This chimney standing in the woods at Watha is all that remains of a house build near the railroad right of way (N 34° 38.1944, W 077° 57.5714).



Figure 245

This is the railroad right of way looking north at Watha. Charlotte Street is on the east side of the right of way, and Watha Road is on the west side.



Figure 246

The railroad right of way looking south at Watha.





Figure 247

This house on the Watha Road in Watha is the most extensive structure on the road.



Figure 248

Old "Shotgun House" on the south end of Watha Road in Watha.



Figure 249

This photograph of the same structure (*See* Figure 248) was taken under different lighting conditions.





Figure 250

Carolina "T" House on northwest side of Watha Road in Watha.



Figure 251

This "I" House on the northwest side of Watha Road in Watha has been modified (N 34° 38.8877, W 077° 57.8603).



Figure 252

This frontal view of the same structure (*See* Figure 251) shows the basic configuration of the "I" House – 2 rooms over 2 rooms with a central hallway.





Figure 253

Shed barn on the northeast side of Charlotte Street at Watha.



Figure 254

Watha Baptist Church on N. Charlotte Street in Watha near railroad right of way.



Figure 255

Carolina "T" House on N. Charlotte Street in Watha.



Figure 256

Railroad right of way at the north end of Watha.



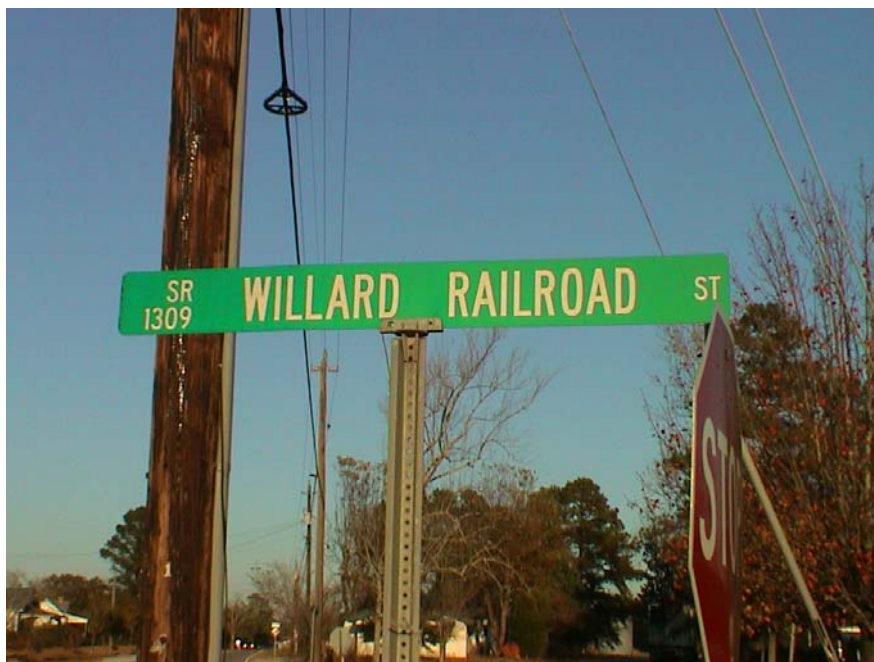


Figure 257

Railroad Street in Willard, North Carolina (N 34° 41.3872, W 077° 58.7694). This photograph was taken in November 2001.



Figure 258

Willard Depot (N 34° 41.3671, W 077° 58.7616). This photograph was taken in February 2002 (also *Figures 258-261*).



Figure 259

Willard Depot is presently used as an agricultural supply store.



Figure 260

Willard Depot, like most of the surviving ACL depots, has delicately curved brackets under the extended eaves.





Figure 261

An abandoned store at the rear of the Willard Depot.



Figure 262

This store, on the front side of the Willard Depot, has been restored.



Figure 263

View looking south from Willard Railroad of the railroad right of way.



Figure 264

Another view of Willard Depot.



Figure 265

Structures on the west side of the railroad right of way at Willard.



Figure 266

Old store on the north side of the intersection of Willard Railroad Street and Highway 11.





Figure 267

Railroad right of way on the west side of Willard Road heading north to Wallace.



Figure 268

This farm (N 34° 42.2881, W 077° 59.0964), between Willard and Rockfish Creek, is fronted by the railroad right of way.



Figure 269

There is a water tower on the same farm (*See* Figure 268).





Figure 270

Another view of the same water tower.





Figure 271

A double-sided (drive-through) barn south of Rockfish Creek (N 34° 42.4048, W 077° 59.1379).



Figure 272

A closer view of the same barn.



Figure 273

Another close view of the same barn.



Figure 274

Detail of the left side of the same barn.





Figure 275

Detail of the right side of the same barn.



Figure 276

The railroad embankment on the south bank of Rockfish Creek (N 34° 42.9743, W 077° 59.3399).





Figure 277

The embankment on the south side of Rockfish Creek is mentioned in the 1851 Wilmington & Raleigh Rail Road Report to the Stockholders. At the time of the report, work was nearing completion.



Figure 278

This embankment is considerable higher than the surrounding landscape. Prior to the building of embankments, trestles were built over swamps and creeks.





Figure 279

The Stockholders Report for 1860 mentions that masonry work had been completed at all the river and creek sites south of the Neuse River. Work on the Rockfish Creek Bridge was an ongoing project throughout the 1850s. It was finally completed by 1860.



Figure 280

Detail of brickwork on the south embankment of the Rockfish Creek Bridge.





Figure 281

A view of the south embankment brickwork from its base.





Figure 282

This is a view from the north side of the Rockfish Creek Bridge. At this point Rockfish Creek is a boundary between Pender and Duplin Counties. The north bank of the creek is in Duplin County.

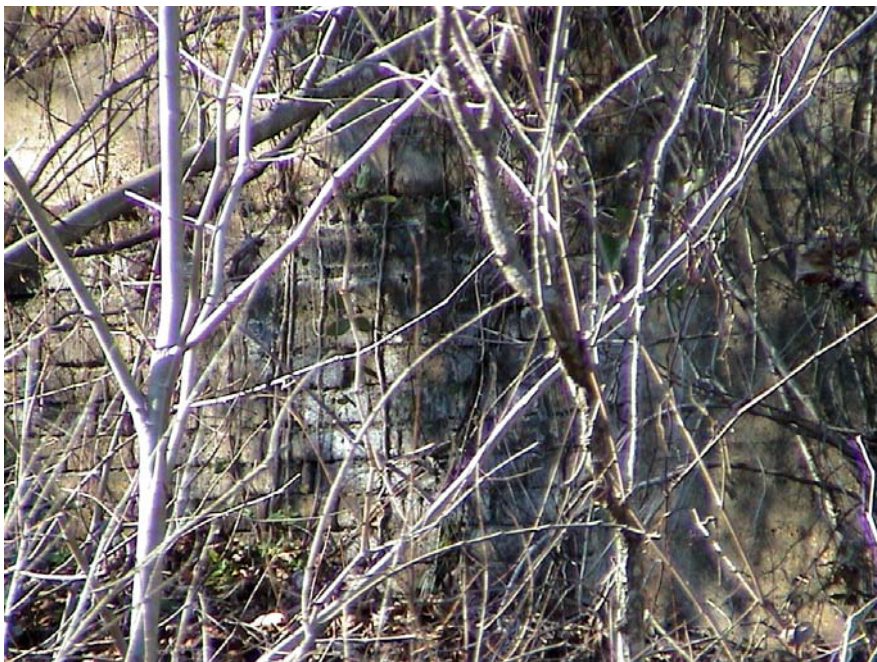


Figure 283

Detail of the brickwork on north embankment of the Rockfish Creek Bridge.





Figure 284

The stone piers of the Rockfish Creek Bridge are mentioned in the 1858 Wilmington & Weldon Railroad Stockholders Report. The stone piers for this bridge were completed in 1858.



Figure 285

A later concrete addition tops the early stonework.





Figure 286

Note the quarry marks on the stone used to build the piers of the Rockfish Creek Bridge.



Figure 287

Saplings hide this pier on the north side of the creek.





Figure 288

A view of Rockfish Creek looking west (22 February 2002).



Figure 289

This photograph taken 21 November 2001, shows that the creek level has fallen to a point where brick and other construction debris is exposed.



Figure 290

Under the bridge on NC 41 at Rockfish Creek are the remains of an early wooden bridge.



Figure 291

This is a view of the north side of Rockfish Creek under the same bridge.





Figure 292

This photograph was taken from the southeast side of the bridge on NC 41 over Rockfish Creek.



Figure 293

The elevated embankment continues beyond Rockfish Creek towards Wallace.





Figure 294

This stream (N 34° 43.4368, W 077° 59.5205) cuts through the embankment near Wallace.



Figure 295

The ends of wooden posts that once supported a modern trestle survive.





Figure 296

Six-inch water pipes are partly covered by these dead vines.



Figure 297

This is a close-up of cut off trestle supports that have been cut off surrounded by other debris.





Figure 298

The Wallace City Limit on NC 41 (N 34° 43.5491, W 077° 59.5342).



Figure 299

This “Queen Anne” style house is located at the south end of Wallace.



Figure 300

Track resumes at the southern end of Wallace.



Figure 301

View looking north towards the Wallace Depot (left).





Figure 302

Wallace Depot.



Figure 303

The south end of the Wallace Depot was used as a freight office.



Figure 304

Ancient farm machinery is on display outside the Wallace Depot.



Figure 305

There are three bays for freight in the main depot.





Figure 306

In addition to farm implements, there are some pieces of railroad equipment in the yard of the Wallace Depot.



Figure 307

Another view of the freight building at the Wallace Depot.



Figure 308

A view of both structures that make up the Wallace Depot.



Figure 309

Another view of the three freight bays on the depot.





Figure 310

Bay number 3.



Figure 311

The depot has the characteristic curved brackets, and ornamentation on the ridge of the roof.



Figure 312

This is the entrance to the passenger waiting room and ticket office at the Wallace Depot (N 34° 44.0244, W 077° 59.7380).





Figure 313

The Wallace Depot viewed from its northeast corner.



Figure 314

Detail of the east side of the Wallace Depot.



Figure 315

Detail of the roof on the north side of the Wallace Depot.



Figure 316

Business district along the railroad track at Wallace.





Figure 317

Water tank at Wallace.



Figure 318

A “Georgian” style 4 over 4 house near Highway 117 at Wallace.



Figure 319

The city limit of Teachey, North Carolina (“Teachey’s” on older maps) is north of Wallace (N 34° 45.7026, W 078° 00.3282).



Figure 320

A freight train at Teachey.





Figure 321

Old “Shotgun” style house at Teachey east of the railroad track (N 34° 46.0101, W 078° 00.4541).

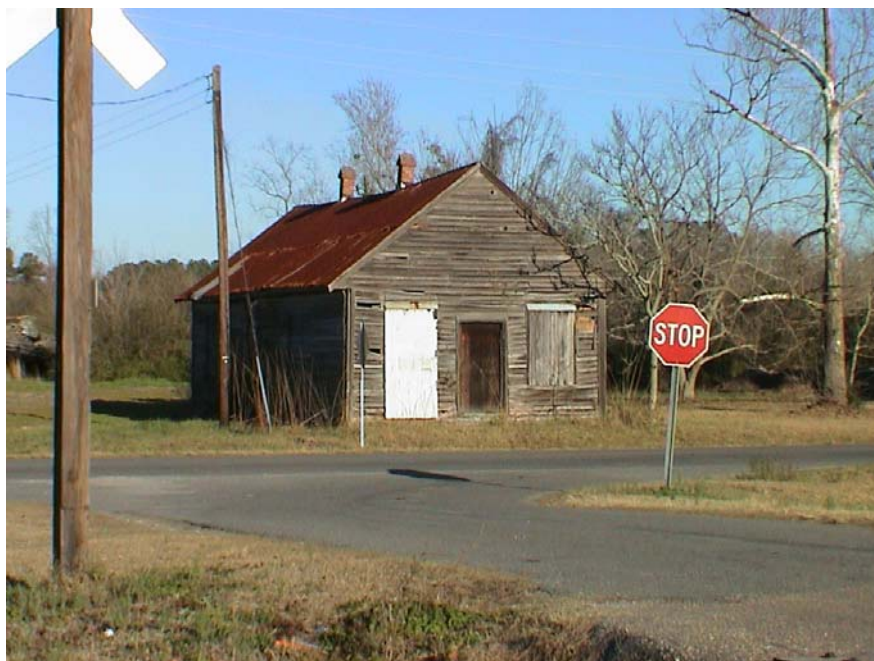


Figure 322

Another view of the same house.



Figure 323

A close-up of the same house.



Figure 324

The same house viewed from the north side.





Figure 325

This large dwelling at Teachey has as its basis a 4 over 4 design with inset chimneys. However, “Queen Anne” features have been added to it.



Figure 326

A closer view of the same house.



Figure 327

A close-up of the inset chimneys on the same house (*See* Figures 335 and 336).

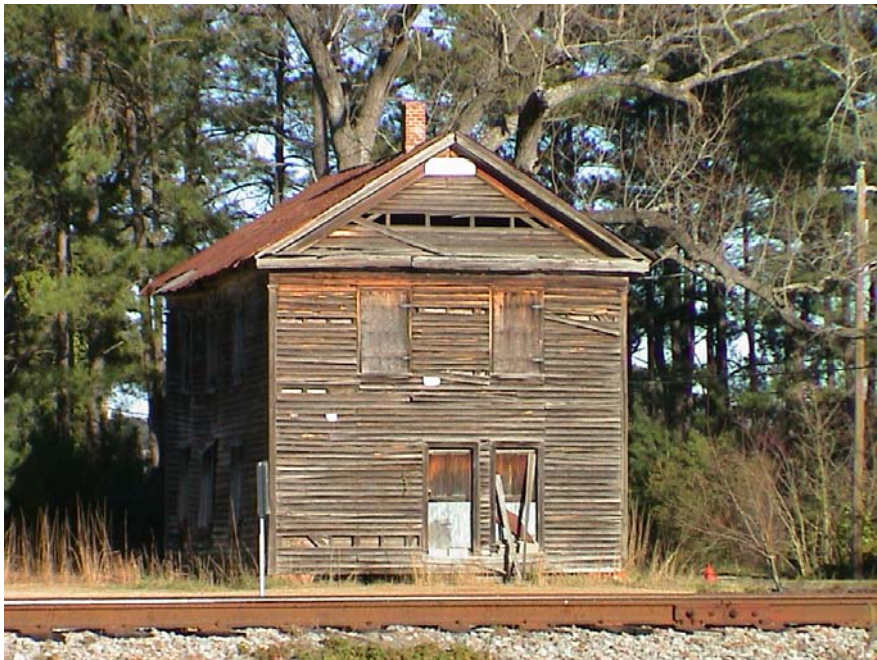


Figure 328

This two-story structure at Teachey has a single chimney (N 34° 46.0957, W 078° 00.4600) located at the end of the first third of the building's length.





Figure 329

The south side of the same building.



Figure 330

Detail of the chimney on the same building.



Figure 331

Detail of rear second story window on the south side of the same building (*See* Figures 338 through 340).



Figure 332

Detail of rear first story window and exposed studs.





Figure 333

The intersection of North West Avenue and McMillan Street in Teachey.



Figure 334

The McMillan House is the most elaborate 19<sup>th</sup> century structure in Teachey.



Figure 335

This is a front view of the McMillan House (N 34° 46.0991, W 078° 00.5180). It is presently a bed and breakfast. Teachey was once a stop on the railroad and in the early days, Captain Teachey and his wife ran the first boarding house for travelers. Mrs. Teachey was well know throughout the region for her cooking.



Figure 336

This is the north side of the McMillan House.





Figure 337

Teachey Presbyterian Church.



Figure 338

Detail of the entrance to Teachey Presbyterian Church.

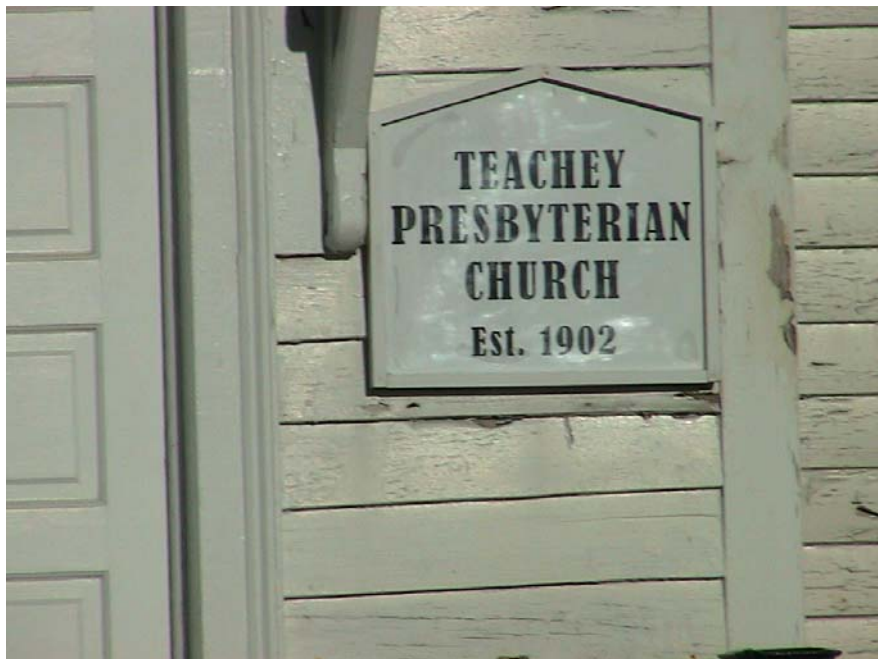


Figure 339

Teachey Presbyterian Church was establish in 1902.





Figure 340

Abandoned business structures along the railroad at the south end of Rose Hill, North Carolina.



Figure 341

View looking south from the south end of Rose Hill.



Figure 342

An old brick store on the east side of the railroad track at the south end of Rose Hill.



Figure 343

View of the railroad track looking northward from the south end of Rose Hill.





Figure 344

The old Sheriff's Office at Rose Hill.



Figure 345

Old mill/warehouse north of Rose Hill on the east side of the railroad (N 34° 49.7795, W 078° 01.8390).



Figure 346

The south side of the same structure (*See Figure 345*).



Figure 347

The tracks leading into the south side of Magnolia, North Carolina.





Figure 348

The track enters Magnolia near W. Blanton and S. Railroad Streets.



Figure 349

At W. Blanton and S. Railroad Streets paved roads begin in Magnolia.



Figure 350

At the corner of S. Railroad and W. Bleeker Streets in Magnolia stands a beautiful Italianate structure. This was once Magnolia Female Seminary.



Figure 351

The structure once had porches on the front and the south sides.





Figure 352

A view of the front and north sides of the same structure.



Figure 353

A view of the same structure from the north side.



Figure 354

Frontal view of the same structure.



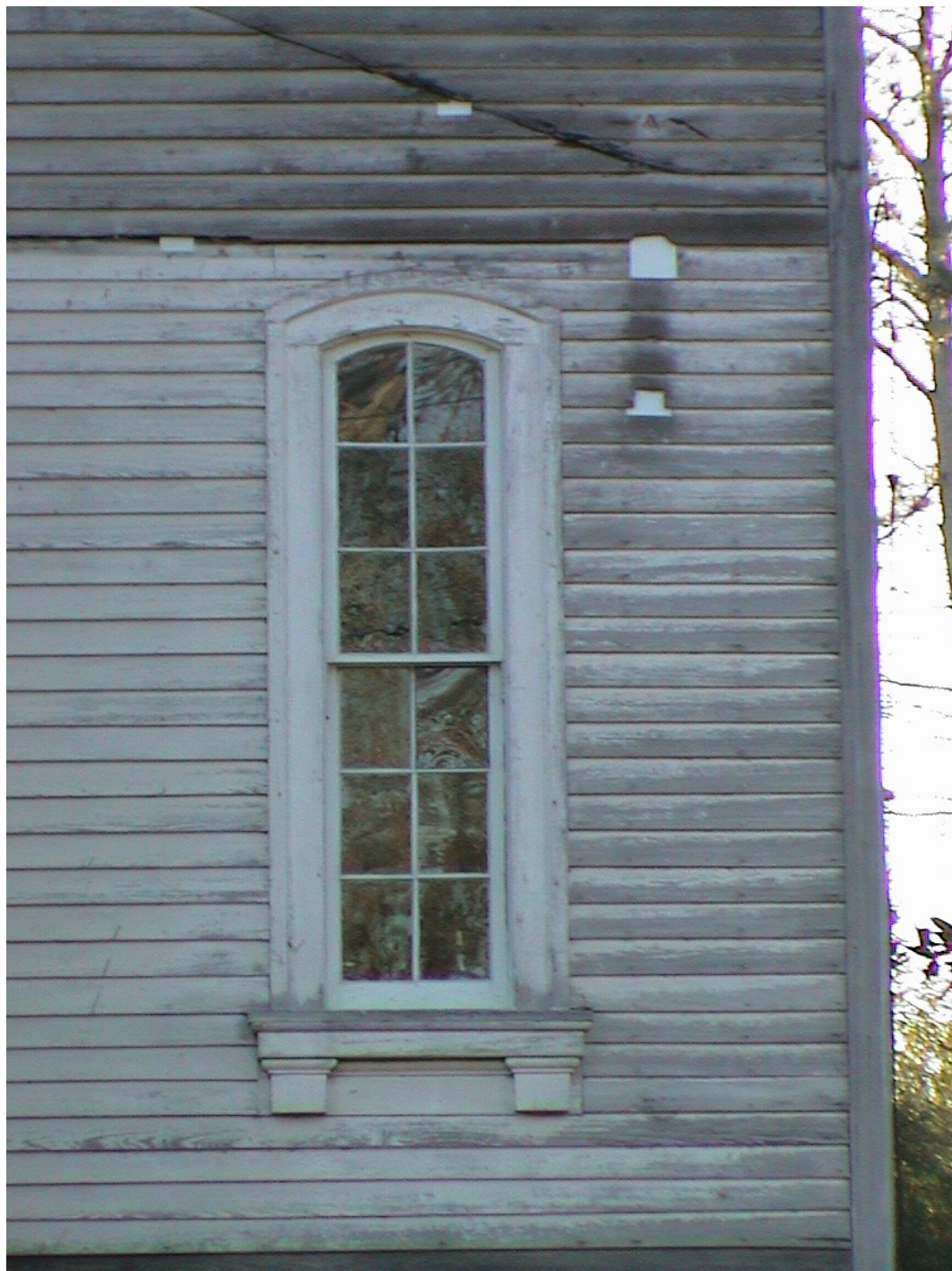


Figure 355

Detail of a first story window on the north side of the same structure.



Figure 356

Detail of brackets under the eaves.



Figure 357

Detail of second story windows on the north side of the same structure.





Figure 358

Detail of cupola of the same structure (*See* Figures 350 through 357).



Figure 359

Detail of second story front windows on the same structure.



Figure 360

Business district on the east side of the railroad at Magnolia on Railroad Street.





Figure 361

This is N. Railroad Street in Magnolia. The Wilmington & Weldon Railroad improved the ditching near the rail bed during the 1870s.



Figure 362

A culvert under the rail embankment at Maxwell Creek (N 34° 55.1645, W 078° 03.8403).



Figure 363

House at Carroll between Magnolia and Warsaw, North Carolina (N 34° 57.1086, W 078° 04.5431).



Figure 364

A close-up of the same house.





Figure 365

The railroad bridge over Stewarts Creek (N 34° 57.8556, W 078° 04.8255) south of Warsaw.



Figure 366

A view of the same bridge from the north side of Stewarts Creek.



Figure 367

The remains of earlier trestlework are visible at the Stewart Creek site.



Figure 368

The concrete footings for this pier were cast around pilings for an earlier trestle (perhaps, early 20<sup>th</sup> century).





Figure 369

Close-up of trestle pilings.



Figure 370

Detail of cut pilings and other building debris between the pier of the Stewart Creek railroad bridge.



Figure 371

Stewart Creek flows through this culvert that passes under Highway 117.



Figure 372

Fragments of brickwork, similar to brickwork at Rockfish Creek, are half buried under silt at Stewarts Creek near the railroad bridge.





Figure 373

The American Legion Building to the south of Warsaw (N 34° 58.7142, W 078° 05.1694) was moved to its present site from Warsaw. It is an unusually symmetrical structure.



Figure 378

The Warsaw City Limit south of the town (N 34° 59.3996, W 078° 05.4219).



Figure 379

Single story 19<sup>th</sup> century dwelling on the west side of the railroad on the south side of Warsaw (N 34° 59.7322, W 078° 05.5376).



Figure 380

This dwelling is on the east side of the tracks opposite the house pictured in Figure 379.





Figure 381

Parish Vintage Auto on the south side of Warsaw (N 34° 59.7932, W 078° 05.5640) used to be an Oil Company, and earlier an Ice Company.



Figure 382

Detail of brick arches over windows and doors on the same building.



Figure 383

View of the south side of the Parrish Vintage Auto building.



Figure 384

The intersection of W. College and S. Railroad in Warsaw (N 34° 59.9266, W 078° 05.6296).





Figure 385

This is another view of the intersection of College and Railroad Streets in Warsaw. The original Warsaw, like the Burgaw Depot, was situated on the southeast corner of this intersection. It was burnt during the Civil War.



Figure 386

This building once was Chevrolet dealership. The original depot site would have been between this building and the tracks.



Figure 387

The Pontiac Dealership is on the west side the railroad track on College and Railroad Streets.



Figure 388

The J. J. West Market at 130 S. Front Street.





Figure 389

The J. J. West Market is now Future Financial Services.



Figure 390

The Bank of Warsaw building on S. Railroad Street was built in 1888 (See Ainsley, W. Frank. *The Historic Architecture of Warsaw, North Carolina*, 1983).



Figure 391

This is a view of building on S. Front Street. The large two-story building used to be the First National Bank. It was built in the early 20<sup>th</sup> century. *See Ainsley, W. Frank. The Historic Architecture of Warsaw, North Carolina, 1983).*



Figure 392

This is a view looking south along Front Street from Plank Road to College Street. The First National Bank building is on the left side of the photograph.





Figure 393

The former Quinn McGowan Furniture Company building at 112 S. Railroad Street was built in 1919 (See Ainsley, W. Frank. *The Historic Architecture of Warsaw, North Carolina*, 1983).



Figure 394

The Opera House building on N. Front Street was built in the early 20<sup>th</sup> century (See Ainsley, W. Frank. *The Historic Architecture of Warsaw, North Carolina*, 1983).



Figure 395

The Warsaw Inn was built in 1909 (See Ainsley, W. Frank. *The Historic Architecture of Warsaw, North Carolina*, 1983).



Figure 396

This part of the Warsaw Inn has been damaged by fire.





Figure 397

A view of the fire damaged to this building from the south side.



Figure 398

A view of the fire damage to the same building from the west side.



Figure 399

Two other structures are part of the Warsaw Inn.



Figure 400

North of the Warsaw Inn, a spur branches off the main line to Clinton, North Carolina.





Figure 401

West of the Warsaw Inn on Hill Street is the Pierce-Bowden House. It was built around 1850 (See Ainsley, W. Frank. *The Historic Architecture of Warsaw, North Carolina*, 1983).



Figure 402

Detail from the south side of the Pierce-Bowden House.



Figure 403

The porch on the Pierce-Bowden House has recently been enclosed.



Figure 404

The former Swanzetta Hotel was built around 1915 (See Ainsley, W. Frank. *The Historic Architecture of Warsaw, North Carolina*, 1983). It is situated on Hill Street.





Figure 405

This is the front of the former Swanzetta Hotel. The double doors once opened onto a balcony.



Figure 406

A closer view of the double doors.



Figure 407

The north side of Warsaw's commercial district on the east side of the railroad track (Photograph taken on 27 December 2001).



Figure 408

The view near the site of the last Warsaw Depot looking south.





Figure 409

This is the site of the last Warsaw Depot. It was dismantled and moved to Elizabethtown, North Carolina.



Figure 410

The site of the former Pure Oil Service Station (N 35° 00.9116, W 078° 05.9639). It was later a mechanic's garage and housed a produce market.



Figure 411

An abandoned church (perhaps the old Macedonia Church) south of Bowdens (N 35° 03.2002, W 078° 06.7819).



Figure 412

The north side of the same church. The railroad tracks are to the rear of this parcel.





Figure 413

A closer view of the front of the same church.



Figure 414

A view of the church steeple.



Figure 415

Bowdens (N 35° 03.4470, W 078° 06.8834) is situated between Warsaw and Faison, North Carolina.



Figure 416

This abandoned store on the SW corner of Bowdens Road and Highway 117 was once a dry goods store, the Bowdens Post Office, and a gas station.





Figure 417

Another view of the abandoned store at Bowdens.



Figure 418

The NW corner of Bowdens Road and Highway 117.



Figure 419

Bowdens Road as viewed from the railroad track looking east to Highway 117. The fence on the right side of the photograph is that surrounding the store seen in Figures 416 and 417.



Figure 420

The railroad at Bowdens looking south.





Figure 421

This house on Jim Sauls Road (N 35° 03.3720, W 078° 07.9229) at Bowdens is the Bowdens Depot modified as a dwelling.



Figure 422

Note the extreme length of the eaves on this house.



Figure 423

This is view of the track heading north from Bowdens.



Figure 424

This depot located between Bowdens and Faison (N 35° 06.4103, W 078° 08.0483) was moved from Calypso.





Figure 425

This depot has the same general features as the depot at Wallace.



Figure 426

Close-up of the front of the depot showing curved brackets under the eaves.



Figure 427

The embankment and culverts at Bear Swamp (N 35° 3.8950, W 078° 7.0586). During the 1850s the trestlework at Bear Swamp was filled in and embanked. It was one of the highest embankments on the railroad at the time.



Figure 428

A modern railroad bridge over another branch leading into Bear Swamp north of McGowan Road between Bowdens and Faison (N 35° 4.6892, W 078° 7.3909).



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